

Name: Master Street Plan Amendment - 65th Street West  
Planning District

Location: David O. Dodd

Request: Reclassify from Minor Arterial to Collector

Source: Joe White, White Daters & Associates

PROPOSAL / REQUEST:

The application is a Master Street Plan amendment in the 65th Street West Planning District to reclassify David O. Dodd from a Minor Arterial to a Collector. This application is from Stagecoach Road on the east to the curve in the road at the Kenwood Subdivision on the west. This includes segments of the road on both sides of the I-430 bridge. The reason stated on the cover letter was: low traffic counts, width of the existing bridge over 430, predominately single family uses, setbacks of current houses, traffic speeds and arterials in the immediate vicinity of this application.

CURRENT MASTER STREET PLAN:

David O. Dodd is shown as a Minor Arterial on the plan. Portions of the street have been widened in two different locations with a deferral on another from developer from half street improvements. There is a proposed north-south minor arterial to the west of this application that will connect with Stagecoach Road at Crystal Valley Road.

A Minor Arterial provides connections to and through an urban area and their primary function is to provide short distance travel within the urbanized area.

The primary function of a Collector Street is to provide a connection from Local Streets to Arterials.

Shackleford Road and Napa Valley/Bowman Road/David O. Dodd function as parallel Minor Arterials for the majority of their lengths. Other Minor Arterials connect the two at various points: Hinson Road, Markham Street, Kanis Road, W. 36th Street and the segment of David O. Dodd in question. Various collectors in the northern section connect the two arterials. The proposed Minor Arterial south of David O. Dodd across McHenry Creek would extend this minor arterial to Crystal Valley Road and Stagecoach Road.

FUTURE LAND USE PLAN:

The Future Land Use Plan shows Residential Low Density (RL) along the corridor from JA Fair High School to the intersection with Stagecoach Road with the exception of an area of Residential Medium Density (RM) just east of I-430 north of the road. RL provide for up to 6 units per acre while RM provides for 6 to 12 unit per acre. All of the land is currently zoned R-2 Single Family.

HISTORIC DISTRICTS:

There are no historic districts that would be affected by this amendment.

ANALYSIS:

This area is transitioning from a rural pattern of development to more dense suburban type development pattern. The floodway for the McHenry Creek extends from the intersection of David O. Dodd and the proposed Minor Arterial southeasterly to Interstate 430. The width of the floodway ranges from 400 – 500 feet wide on the western end where the bridge might be built.

Scattered homes sit on various sizes of parcels, some on acreage and some on large lots or older rural subdivisions. The Kenwood Subdivision, Woodridge Estates and Waters Edge are three of the latest subdivisions in this area that front onto David O. Dodd. These newer subdivisions have a density of slightly less than 4 units per gross acre. The Kenwood Subdivision (note Kenwood Blvd.) is on the western segment of David O. Dodd that runs north-south.

There is approximately 280 acres of land that is zoned R-2 Single Family that could be developed or redeveloped into typical residential subdivision of 4 units per acre. Only those acres that would use David O. Dodd as their primary means of access were counted. On the south side of David O. Dodd west of the freeway, only the acres that are north of the floodway were counted. Likewise, to the northeast of the I-430 bridge, land that would use Shackleford as their primary access was not counted.

Traffic counts from 2009 taken on the east end of David O. Dodd show an average of 1900 vehicles per day. In 2012, that number increased to an average of 2200 vehicles per day. Also in 2012, just north of Kenwood Subdivision, the count was an average of 2100 vehicles per day. Public Works counted the traffic in late March 2014 for this report. Just west of the I-430 Bridge on David O. Dodd, the daily average was 1258 vehicles per day.

If the entire 280 acres developed at 4 units per acre, that would add 11,200 trips per day to the roadway. If the Residential Medium Density area developed at 6 units per acre combined with the other units at 4 units per acre, that would add

11,800 trips. If the RM developed at a max of 12 units per acre, that total would be 13,600 added trips. These numbers are well above the designed service volume for a Collector Street of 5,000 trips per day.

The Master Street Plan shows a Proposed Minor Arterial due south of the Kenwood Subdivision connecting with Crystal Valley Road at Stagecoach Road. This would be the southernmost segment of a Minor Arterial that includes Bowman Road and Napa Valley Road that ends at Hinson Road. This arterial would include a bridge going over McHenry Creek. The creek is not extremely wide, but the floodway is. Therefore, the bridge would have to be not only wide enough for a Minor Arterial, but very long to span the floodway (400-500'), which means this bridge will be very costly to build.

Currently, the segment of the road in question does function as an arterial and will until the proposed Minor Arterial is built. The current traffic count is not to the level of an arterial, but the function is there.

The I-430 bridge is currently only a two-lane bridge. It is 40 feet total from sidewalk to sidewalk with 31 feet of travel lanes with shoulders. This bridge would have to be widened to handle four lanes of traffic. Typically four lanes of traffic is 48 feet with sidewalks or shoulders in addition to that.

Alternate standards could be explored for David O. Dodd to serve as an arterial until the proposed arterial and bridge over McHenry Creek is constructed. Until the land is platted that includes the bridge and the proposed Minor Arterial to the south, it is unknown exactly where the bridge and road will be. Therefore, it is unknown from a right of way stance where the additional right of way will be needed for the intersection of the two arterials.

David O. Dodd could be changed to Collector after the proposed McHenry Creek Bridge and road to south is built, but to change it at this time is premature. The expense of building a bridge over the floodway for 400 – 500 feet is a major expense. The city would most likely need some sort of assistance with the cost of either the I-430 bridge widening or a new bridge at McHenry from developers or the state and or federal government. Staff believes it would be easier to prove need and get assistance with a widening of the I-430 bridge than proving need for a totally new alignment bridge – at such time as one is needed.

Staff cannot support a change to Collector status but can support a reduced design standard of a four lane section. Staff believes that it would be easier to widen the I-430 bridge than to build the new bridge over McHenry Creek. The four lanes on the expanded bridge over I-430 could be converted to a three lane with bike lanes on each side as Bike Plan shows after the McHenry Creek Bridge is in place.

NEIGHBORHOOD COMMENTS:

Staff has received one comment from area residents of a neutral nature.

STAFF UPDATE:

Staff received an email from Joe White on April 17, 2014 to amend their application to a 90 foot right of way with a 48 foot street width with sidewalks on both sides. The sidewalks will be built at the edge of the right of way.

This amended application proposes that the only change would be the street width from 59 feet to 48 feet. This amendment to the application conforms to Staff's recommendation prior to the amendment.

STAFF RECOMMENDATIONS:

Staff believes the change is appropriate. Staff does recommend a lesser standard for construction (four lane road) with the standard 90 foot right of way. This will provide the function of the arterial while providing for options to restripe the road to a Collector with center turn lane and bike lanes on each side after the McHenry Creek Bridge is in place.

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PLANNING COMMISSION ACTION:

(MAY 1, 2014)

This item was placed on the consent agenda. There was a motion made to approve with all staff recommendations and updates. The motion passed with a vote of 10 ayes and 1 absent.